



Spring 2004

## **Determining Property Risk is as Close as the Palm of a Hand** *NHDOT Using Hand-held Computers To Assess Land Contamination*

It can be a challenge to assess how much something is worth. That can be especially true for land, where what lies below ground often determines the value and potential use for the property.

Learning in a timely manner what lies above and below the surface, and what risk that poses to the value of the property before it's purchased, has been a constant challenge for the New Hampshire Department of Transportation (NHDOT).

In the past, the NHDOT has at times been saddled with the costs of cleaning up contaminated properties that were purchased at full market values. There was recognition, both at the State Attorney General's Office and at the NHDOT, that the risk assessment approach for purchasing land had to improve to more effectively evaluate properties for both the degree and the extent of contamination.

A new agency policy was put in place that required all properties possibly affected by Department of Transportation projects to be screened for hazardous materials and/or historic value as early as possible. But no system was in place to effectively and efficiently collect and manage the data. The system had to also compare "apples with apples" as each group reviewing the sites was entering and reporting different data from other groups.

In the past year, the NHDOT turned to RASCAL for a solution. Not a person in search of mischief, but an acronym for a project fully known as **R**isk **A**ssessment for **S**ite **C**ontamination and **A**ppraisal of **L**and.

Dale O'Connell P.G., Contamination Program Manager for the NHDOT's Bureau of Environment, and Gail Hambleton, from the State Office of Information Technology, teamed with a consultant (Jacques



**Hand-held computers called Personal Data Assistants (PDA's) are changing the way the NHDOT collects data about land parcels, saving the agency both time and money.**

Whitford Company) to come up with a way to collect data in the field using hand-held computers, known as Personal Data Assistants, or PDA's.

"We worked to customize a program already developed by the consultant to fit our needs," says Gail Hambleton.

The secure, web-based solution uses PDA's to rapidly collect data in the field utilizing drop-down menus, global positioning systems and digital photos. This concise and consistent information is then downloaded into a database that can be easily accessed by other State agencies and NHDOT bureaus, including Right-of-Way, Highway Design, Materials & Research and Construction.



**Field photos taken by a Personal Data Assistant (PDA) can be downloaded into a database for easy access and consistency.**

*(continued on page 17)*



## Commissioner's Corner

by  
**Carol A. Murray**

### Taking the High Road With the Environment

The benefits of an efficient transportation system are usually referred to in terms of personal freedom, mobility and economic prosperity. That complementary linkage hasn't always been there with transportation and the environment.

Departments of Transportation in this country have historically been portrayed as wearing environmental black hats. The conventional wisdom for decades has been that anything to do with transportation is counterproductive to protecting our natural resources. That outdated and simplistic line of thinking, which some people and organizations still cling to, ignores a growing body of evidence to the contrary.

"While considerable attention has been focused on environmental impacts that may result from transportation, little has been said about the multitude of environmental and societal benefits that do result from transportation." That's according to the publication "Taking the High Road", produced by the American Association of State Highway and Transportation Officials' (AASHTO) Center for Environmental Excellence.

This 99-page report chronicles numerous examples from across the country and shows how investments in transportation make real quality of life differences in such areas as wetlands and water quality, historic preservation, air quality, wildflowers and vegetation, and wildlife. NHDOT Environment Bureau Administrator Bill Hauser is acknowledged for his advice and contributions in compiling the report.

Take, for example, the Transportation Enhancements (TE) Program that was established by Congress more than a decade ago in the Intermodal Surface Transportation Equity Act (ISTEA). That program has invested approximately \$5 billion across the country in environmental mitigation, scenic beautification, historic preservation and multi-use biking and walking trails.

In New Hampshire, TE projects have allowed the NHDOT to preserve a rail station in Plymouth for a senior center, install fire protection equipment on covered bridges in Winchester and Conway, purchase bike lockers/racks for the intermodal bus facilities in Concord and the Seacoast Region, construct a Nashua Riverwalk Greenway Corridor, build a rail platform at

an existing rail station in Durham for restored passenger rail service, and construct numerous bike/pedestrian paths and sidewalks throughout the state.

In the area of historic resources, the AASHTO report credits the NHDOT for the "excellent partnership between transportation and historic preservation" in New Hampshire. According to Linda Ray Wilson, New Hampshire Deputy State Historic Preservation Officer, the "New Hampshire DOT's cultural resources, survey, inventory, mitigation, historic preservation initiatives, and direct financial support are the core of much of the current historic preservation work in New Hampshire."

The "High Road" report also states, "New Hampshire DOT has moved decisively to protect the state's timber historic covered bridges from threats of human and natural destruction and is assisting in an increasing number of municipal projects for preservation of historic bridges."

Some facts to consider regarding transportation and the environment:

- Highway programs are increasing wetland acreage (20,000 acres since 1986).
- Highway projects are implementing new technologies for control of storm water runoff, and new strategies for preserving and enhancing entire ecosystems.
- Highway reconstruction projects are one of the largest recyclers, with twice as much asphalt pavement recycled as paper, glass, and aluminum combined.
- Transportation has funded approximately 15,000 enhancement projects since 1992.
- Transportation is the number one financier of historic preservation and archaeology.
- Federal funding for bicycle/pedestrian projects rose to nearly \$416 million in 2002.
- Clean air benefits from transportation funding include transit and traffic flow improvements, ridesharing programs, park and rides, and bike/pedestrian projects.
- The Scenic Byway Program is helping to preserve the natural environment along some of the countries most beautiful drives.
- Departments of Transportation are leaders in purchasing and utilizing alternative fuel vehicles.

What "Taking the High Road" and these facts and examples make clear is that transportation and the environment are no longer mutually exclusive. They are often mutually beneficial, with investments in transportation resulting in both preserving and improving our precious New Hampshire environment.



*Committed to Excellence,  
Safety, Innovation, and the Future.*

### Spring 2004

Governor.....Craig R. Benson  
Commissioner.....Carol Murray  
On the Move Editor.....Bill Boynton

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*Editor's Note: The following editorial was published on February 16, 2004 in Foster's Daily Democrat of Dover and also in the Laconia Citizen. It is reprinted with permission in its entirety.*

## Uncertainty at DOT is over

It was the right move Wednesday. Gov. Craig Benson nominated Carol Murray to a four-year term as Commissioner of Transportation. Murray has the necessary votes on the Executive Council for confirmation and we trust it will come when the councilors next meet with the Governor.

The puzzle as to who will guide DOT through some difficult fiscal times during the next four years has been solved. The first step has been taken in the direction of certain leadership of a department on which the people will expect a great deal. Now, other vacancies at the top have to be filled.

The politics of transportation can be a minefield for the unaware and the inexperienced. Murray proved to be a quick study when she was appointed almost two years ago to succeed Leon Kenison on his retirement. Murray's job during the next four years will be made more difficult than it has been during the past two. The department has a lot on its plate, and there are increasing requests from cities and towns throughout the state.

The future of federal highway funds is on a roller coaster. Thursday saw the U.S. Senate approve a measure from which the states would get an additional \$1 billion over the next six years — a bill approving \$318 billion in appropriations for surface transportation. It carried by a margin wide enough to override a veto threatened by President Bush. The White House says the measure is extravagant in an age of deficits.

For now at least, New Hampshire has to look at future federal highway funds in the frame of uncertainty presented by what the U.S. House of Representatives and the president might do. It also has to look at what the state Department of Transportation can do with the funds available to it.

Gov. Benson will not sign a bill increasing the state tax on gasoline. The Legislature will not pass one unless it is sure of an override in each of its two houses. So much for increased general highway revenue. Tolls are dedicated revenue — dedicated to work on the state's toll roads. Toll rates are unlikely to be touched — at least not until the E-Z Pass system for moving more motorists through toll plazas in less time is implemented and analyzed. The system is expected to be up and running in 2005.

Also facing Carol Murray during the next four years is an increase in highway traffic that is at least proportional to a growth in population. Policy initiatives will also have to be developed in the direction of mass transit — rail and bus in particular. Currently east-west transportation is generally limited to automobile travel with only one or two people in the car. DOT, along with regional planning agencies will have to become more active in the encouragement of additional and affordable bus transportation between local communities — something in which cities and towns must become more proactive as well.

The primary focus of the Department of Transportation in the next 10 years will be the state's roads and highways and bridges — their maintenance and repair and their expansion and construction. But that does not mean other transportation options should or can be ignored.

The DOT is something more than an implementer of policy. It has to be in on its development. It is a given recognized by former Gov. John H. Sununu and then-Executive Councilor Bernard Streeter, now a second-term mayor of Nashua. Sununu and Streeter took the activities of DOT out of the hands of lobbyists and log-rollers in the Legislature and created a statutory project policy group that includes the council and the DOT commissioner. The best defense of the way in which projects gain priority today is that the process works.

Is the process politics-free? Of course not. Everything we do as a society is political in some way. However, what we have had under five governors is a process in which there are five separate constituencies instead of hundreds; a process in which the Department of Transportation has important input and the primary constituency of the process is all the people of New Hampshire.

With the certain confirmation of Carol Murray to head DOT for another four years, Gov. Benson has chosen to stay the course with one system in the state that does work



**Thanks for "Preserving the History of a Small New England Town"  
*Bridge Crew's Work Extends the Life of a Bridge in Andover***



It's unlikely you'll see it pictured on any calendars featuring New Hampshire scenes.

And the less than 500 vehicles that pass over it each day hardly make it essential.

But to local residents of Andover, and other small New Hampshire towns, bridges like the Maple Street Bridge in Andover can represent a valuable piece of their town's identity.

The structurally deficient bridge over the New Hampshire Railroad, which was built in 1930, was recently repaired by NHDOT Bridge Maintenance Crew #14.

According to Bridge Maintenance's Kyle Fox, "The work included repairing the substructure, including facing the Granite abutments with concrete and repairing the timber piers. The superstructure was completely replaced in kind with new timber stringers and deck planks, and a new steel rail system to replace the old timber rail system."



Percy Hill is Assistant Principal at Kearsarge Middle School and a long-time resident of East Andover who "has enjoyed travel over that bridge." In a letter to Bridge Maintenance Administrator Ed Welch, Hill writes, "My worries of losing the bridge disappeared when I witnessed your crew's "magic" in reconstruction. Please convey my sincere thanks to your crew for a

superb job in preserving the history of a small New England town."

NHDOT Crew #14 members include: Richard Thoroughgood (Superintendent), Todd Courser (Foreman), Dennis Smith, Glen Lamper, Nate Brown, John Hunt and Mike Mead (Bridge Maintainers).

***Laconia Project Wins "Golden Trowel Award"***

The Greater Laconia/Weirs Beach Chamber of Commerce really liked the way the Elm Street Bridge replacement project turned out, so much so that it honored the NHDOT with its "Golden Trowel Award for Excellence" at its annual meeting on February 5.

Commissioner Murray said at the February major staff meeting that the City of Laconia has repeatedly said it's very pleased with the project.

Pictured at right with the award are: (left to right) Bob Barry (Project Manager), Mike Dugas (Preliminary Design), Steve Liakos (Bridge Design) and Wayne Brooks (Consultant Section). Also recognized for his efforts was Shaun Flynn (Construction Bureau).



**"The Lady The Bridge Was Named After" Remembered By Friends And Co-Workers**  
*Sarah Mildred Long Worked For The Interstate Bridge Authority For More Than 50 Years*



She was not a politician, a celebrity or even a war hero.

Her reputation was that of a longtime dedicated secretary of the Maine-New Hampshire Interstate Authority who was never late or sick. But that was more than good enough for the New Hampshire legislature, which in 1987 honored her lifelong work by naming one of the three bridges spanning the Piscataqua River between Portsmouth, New Hampshire and Kittery, Maine the "Sarah Mildred Long Bridge".

Sarah Mildred Long died on February 29 at a Portsmouth nursing home at the age of 87. Friends say she was a modest woman who was always embarrassed when people would comment on the bridge being named after her.

"She was very dedicated...and just a very nice person to know," Carol Drew, an account clerk with the NHDOT's Bureau of Bridge Maintenance, told Foster's Daily Democrat. Drew worked with Long for many years, beginning in 1962 when she graduated from high school and she says Long loved her work. "It was her life."

In a book about the Sarah Mildred Long Bridge, author Woodard D. Openo wrote that, "(Long) represents the connection of the region's present with its past."

The Sarah Mildred Long Bridge is one of two lift bridges crossing the Piscataqua River. The 2,804 foot long bridge was built in 1940 and services approximately 15,000 vehicles a day.



**A bird's eye view from the top of the Sarah Mildred Long Bridge, which carries NH Route 1A across the Piscataqua River between New Hampshire and Maine. The bridge is named after a longtime secretary for the Interstate Bridge Authority, who passed away on February 29, 2004.**



**Dave Hall (left) receives the "Top Ten Award for Engineering Excellence" from FHWA Executive Director Bud Wright on February 11. Dave was recognized for successfully promoting new technologies in New Hampshire.**

**Federal Highway Administration Presents National Award To Concord Office Engineer**

He is a well-known face at the New Hampshire Department of Transportation, and now Dave Hall has been recognized nationally for his work as an engineer.

Hall, who works out of the Concord, NH regional office of the Federal Highway Administration (FHWA), has been honored with the FHWA's "Top 10 Award for Engineering Excellence". His nomination and selection was based on his ability to successfully promote New Technologies in New Hampshire, including the use of cold weather concrete, high performance steel, new types of steel that resist corrosion, and deck/fiber reinforced grids.

Dave Hall has also played a key role in working with the Eastern States Consortium in such areas as quality control procedures and developing guidelines for testing construction materials and production plants.



## New NHDOT 511 Website Captures Three Internet Awards For Excellence

*Wins First, Second and Third Place  
in Three Different Categories*



**Tom Gilligan (left), NHDOT Web Master, and Dane Prescott, IT Leader - Transportation (OIT), are shown with the awards they were presented at the Sixth Annual New Hampshire Internet Awards on March 18. The NHDOT's 511nh.com website was the big winner of the night, taking three awards. Previous NHDOT internet award winners were the Rideshare and Bike/Pedestrian websites.**

The website launched in the summer of 2003 as part of the NHDOT's implementation of the 511 traveler information system won awards in three categories at the Sixth Annual New Hampshire Internet Awards held on March 18 in Manchester.

The website, 511nh.com, received a First Place for "The Webster Public Service Award, Second Place for "Best Government Web Site", and Third Place for "Best Use of Technology Web Site".

More than 300 entries in this year's competition were judged for design, programming and creativity by a panel of out-of-state web designers. The judges' comments for 511nh.com entry included: "Easy-to-use interactivity; clean and attractive layout. The site does a great job of making the content accessible. Pretty cool application. Design is clean and simple. Technology works well."

Those using 511nh.com can find out the latest weather forecasts and road conditions, construction and maintenance activities, accidents and warnings, and tourism information. Subramanian Sharma is the NHDOT's 511 project manager.

## Records Continue to Fall for America's Traveler Information Telephone Number

More and more motorists across the country are dialing 511 for their traveling information needs. National usage in January exceeded one million calls and set a new nationwide record for the second month in a row. The January numbers represented a 21% increase over December, with an average call length of one minute and 46 seconds per call, for a total of over 3,218,000 minutes of call time.

- \* In January, 511 was available to almost 57 million Americans (19.4%).
- \* Peak usage was experienced due to incidents and winter weather.
- \* Almost 14.75 million calls have been placed to 511 to date.
- \* Systems deployed for one year saw a 91.62% increase in usage for January.
- \* Alaska, Southeast Florida, Iowa, Kansas, North Dakota, Oregon and Washington State set monthly call volume records.



New Hampshire had one of 21 active 511 systems nationwide as of January 31, 2004. Its 511 system and website (www.511nh.com) became active in July 2003. Through January 2004, New Hampshire's 511 system had received more than 36,000 calls, with the average call length 1.67 minutes. In December and January, 84% of callers requested traffic information and 16% were looking for weather updates.



## Seven Years of Consistently Positive Reviews at New Hampshire State Fairs

It began in 1997 at New Hampshire's State Fairs. The unscientific survey of fair attendees was an attempt to gauge public opinions about the job the NHDOT is doing.

Nearly 12,000 people have responded to the survey, and after seven years the most noticeable trend is that the figures still remain remarkably consistent from fair to fair and year to year. And the feedback continues to be very positive.

Overall, an all-time high 97% favorable rating for the NHDOT was received from those who responded at the North Haverhill, Cheshire, Lancaster and Hopkinton Fairs. The lowest favorable impression percentage was still a very good 94% in 2002.

Of the 40% who said they had dealt with the NHDOT on a personal level, 90% said the agency responded to their needs. This past fall 87% of the respondents said they are aware of the duties performed by the NHDOT.

Based on the seven years of data, the public would spend over 60% of the operational budget on snow and ice removal, paving and the repair and inspection of bridges. A majority has also gone on record as supporting adding lanes to existing roads as the desired approach to addressing congestion.

Here are a few of the comments received in writing during the 2003 New Hampshire State Fairs:

- You do a great job maintaining not only the roads, but also the trash/mowing beside the roads.
- Widening existing roads and adding mass transit is more important than building new roads.
- I think NHDOT is doing a good job - however, sometimes I see new paving done where it shouldn't and potholes should be covered quicker!
- Signing is especially important when people call 911, so that they know where they are!
- NHDOT does a good overall job. More time needs to be spent cutting down brush at intersections.
- Disappointed roads were not mowed as much as necessary to project a good image of NH.
- NHDOT does a superb job of road maintenance year round, especially in stormy weather.
- Remove all tolls and tollbooths. Add to gas tax at pump to make up revenue.
- You do a great job! I'm sure you have to put up with your share of idiots on the road.
- The wildflowers along the highways are really nice. Especially the lupines.
- Bumps in roads might slow people down. Make travel safer/easier for bikes and pedestrians.
- NH highway work has been done in a very timely manner, and work has been completed.
- The State of NH does one hell of a good job on the roads.
- Always feel safe driving in New Hampshire.





### NEW HIRES

**Joseph Silva**, Gate Operator, Bridge Maintenance  
**Robert Wakefield**, Automotive Mechanic, Mech. Services  
**Jason Marro**, Highway Maintainer 2, District 1  
**Michael Elliott**, Highway Maintainer 1, District 6  
**Eric Costello**, Highway Maintainer 2, District 5  
**David Proulx**, Highway Maintainer 2, District 5  
**James Davis**, Engineering Tech 3, Construction

**Richard Senter**, Toll Attendant 1, Turnpikes  
**Ruth Gouveia**, Toll Attendant 1, Turnpikes  
**Ann Virgue**, Toll Attendant 1, Turnpikes  
**Alan Dawson**, Toll Attendant 1, Turnpikes  
**Gary Turner**, Highway Maintainer 2, District 2  
**Verna Davis**, Toll Attendant 1, Turnpikes

### PROMOTIONS

**Ashok Kakadia**, Civil Engineer 2, Construction  
**Louis Albert**, Bridge Maintainer 2, Bridge Maintenance  
**Ted Long**, Bridge Maintainer 2, Bridge Maintenance  
**James Greene**, Highway Maintainer 3, District 3  
**David Thompson**, Highway Maintainer 1, District 3  
**Mark Harrington**, Ass't Highway Patrol Foreman, District 3  
**Richard Tsantoulis**, Highway Maintainer 3, District 5  
**Kevin King**, Highway Patrol Foreman, District 5  
**Jamie Gooden**, Highway Patrol Foreman, District 1  
**Robert Yeaton, Sr.**, Highway Maintainer 3, Turnpikes  
**John Bickford, Jr.**, Highway Patrol Foreman, District 3  
**Matthew Jordan**, Ass't Highway Patrol Foreman, District 2  
**Jerilyn Aimo**, Payroll Officer 1, Human Resources  
**Lorraine Felladore**, Human Res. Ass't 2, Human Resources  
**Stephen Fisher**, Highway Maintainer 2, District 5  
**Stephanie Hall**, Data Control Clerk 3, ITS/OIT

**Richard Fry III**, Engineering Tech 3, Materials & Research  
**Gerald Dickerman**, Engineering Tech 3, Materials & Res.  
**Andrew Dame, Sr.**, Highway Patrol Foreman, District 3  
**Brian McCrea**, Sign Fabricator, Traffic  
**Michael McManus**, Highway Maintainer 2, District 5  
**Frederick Wallace**, Ass't Highway Patrol Foreman, Dist. 6  
**Neal Johnson**, Ass't Highway Patrol Foreman, District 2  
**Jeffrey Judd**, Ass't Highway Patrol Foreman, District 1  
**Dennis White**, Ass't Highway Patrol Foreman, District 2  
**Jason Damren**, Highway Maintainer 3, Turnpikes  
**Alice St. Clair**, Highway Maintainer 2, District 2  
**Marc Brodeur**, Ass't Highway Patrol Foreman, District 1  
**James Allen**, Ass't Highway Patrol Foreman, District 5  
**Thomas Mansfield, Jr.**, Maintenance Supervisor, District 5  
**Donald Lavalley**, Highway Maintainer 1, District 2

### *Service Awards*



Three employees were recognized by Commissioner Murray for their service to the State at the February major staff meeting. Ellison Welch (Construction) and Richard Hutchinson (Bridge Maintenance) each received their 25-year certificates and pins. Darlene Mallett (ITS/OIT) was recognized for 30 years at the NHDOT.

### RETIREMENTS (years of service)

**James Duranty**, District 1 (30)  
**John Bean**, District 1 (32)  
**Edward Hannon**, Turnpikes (10)  
**William Coolbeth**, District 2 (19)  
**Beverly Fairhurst**, Turnpikes (12)  
**Gisele Huppe**, Finance & Contracts (30)  
**Kenneth Vandermast**, Mechanical Services (19)  
**Henry Carrier**, Highway Design (38)  
**Stephen Ludwick**, ITS/OIT (35)  
**David Enderson**, Turnpikes (13)  
**Allen Grimes**, District 4 (10)  
**Terry Hawkins**, District 5 (20)  
**Paul Rousseau**, District 4 (30)





# SERVICE AWARDS

April through June 2004



## 35 YEARS

**Kenneth Kyle**, Commissioner's Office  
**Jeffrey Jenkins**, Construction  
**Eugene Sawyer**, Construction  
**Donald Coleman**, Construction  
**James Marshall**, Commissioner's Office  
**Henry Bickford**, Turnpikes

## 40 YEARS

**Raymond Brasley**, Turnpikes

## 20 YEARS

**Raymond Bergeron**, District 1  
**Kenneth Frost**, District 5  
**James Fowler**, District 5  
**Wesley Stanton**, District 6  
**Robert Burack**, Fuel Distribution  
**Ann Smith**, ITS/OIT  
**William Caswell**, ITS/OIT  
**Robert Juliano**, Bridge Design  
**Fred Swett**, Bridge Maintenance  
**Kenneth Morrison**, Bridge Maint.  
**Mark Caesar**, Construction  
**Timothy Chapman**, Construction  
**Shaun Flynn**, Construction  
**Charles Davis**, Construction  
**Paul Metcalf**, Construction  
**Shawn Murphy**, Construction  
**Theodore Kitsis**, Construction  
**Charles Schmidt**, Highway Design  
**Lawrence Keniston**, Highway Design  
**Stephen LeBaron**, Highway Design  
**Wayne Brooks**, Highway Design  
**Charles Thorsell**, Mech. Services  
**Daniel York**, Mechanical Services  
**Arthur Laro**, Mechanical Services  
**William Chamberlin**, Right-of-Way  
**Timothy Davis**, Public Works  
**Edward Hudson**, Turnpikes

## 25 YEARS

**Timothy Landry**, District 3  
**Mark Morrill**, District 3  
**Robert Vorce**, District 4  
**Thomas Ballou**, District 4  
**Gregory Dow**, District 6  
**Frank Mead**, Bridge Design  
**Gene Sanborn**, Bridge Maint.  
**Bruce Charland**, Construction  
**Phillip Masterson**, Mech. Services  
**Elizabeth Bosiak**, Right-of-Way  
**David Byron**, Traffic  
**Albert Donohue**, Public Works

## 30 YEARS

**George Brooks**, District 1  
**John Chase**, District 1  
**George Thompson**, District 1  
**Ronald Gomes**, District 5  
**James Payne**, District 5  
**Dennis Danna**, Environment  
**Stephen Liakos**, Bridge Design  
**James Hersey**, Construction  
**Paul Nadeau**, Construction  
**Scott Davis**, Highway Maint.

## 10 YEARS

**Tammy Towle**, District 1  
**Leo Rondeau**, District 1  
**David LaBrecque**, District 1  
**Wayne Frost**, District 3  
**Felix Gardner**, District 5  
**Bernard Dodd**, District 5  
**John Blasik**, District 5  
**Frank Lowe**, District 5  
**Michael Rayno**, District 5  
**Theresa Raymond**, Finance & Contracts  
**Michael Pillsbury**, Municipal Highways  
**Brian Easler**, Highway Design  
**Denise Markow**, Highway Design  
**Robert Lowe**, Turnpikes  
**Roger Kramer**, Turnpikes  
**John Vanuden**, Turnpikes  
**Anthony Bokousky**, Turnpikes

## 15 YEARS

**Spencer Minarcin**, District 5  
**David Parker**, Bridge Maintenance  
**Mark Commerford**, Construction  
**Karen Gola**, Construction  
**Dean Wilson**, Construction  
**Conrad Skov**, Construction  
**Stephen Cavadini**, Highway Design  
**Timothy MacKenzie**, Highway Design  
**Michael Dugas**, Highway Design  
**Shawn Chretien**, Highway Design  
**Paul Emerson**, Traffic  
**David Nylén**, Traffic  
**Kristine Havey**, Traffic  
**Terry Place**, Traffic  
**Karen Molan**, Turnpikes  
**Natalie Yancey**, Turnpikes

## Mechanical Services, Bridge Maintenance & District 4 Recognized For Reducing Workplace Injuries



Pictured above are (left to right): Jim Marshall (Director and Chairperson of the Joint Loss Management Committee), Jean Matteau, Brian Pike (Mechanical Services), Doug Gosling (Bridge Maintenance), Ryan Lavoie, Jon Flagg, Doug Graham (District 4) and Steve McKinley (District 2 JLMC member).

The NHDOT's Mechanical Services Bureau had "Zero Lost Time Claims" last year and was among the most improved bureaus/districts when it came to the reduction in "Total Claims Incidence Rate" for 2002-2003.

Awards for commitment and achievement towards safety were presented February 26 at the annual Workers Compensation Update Meeting at the J.O. Morton Building in Concord.

Also honored were District 4 - "Zero Lost Time Claims for Calendar Year 2003", and Bridge Maintenance for the most improved reduction in "Lost Time Incident Rates" for 2002-2003.

### *Milestone for I-93 Widening Project*



The proposed widening of a 19-mile stretch of Interstate 93 between Salem and Manchester from two to four lanes in each direction is one step closer to reality. A Special Committee of Executive Councilors voted unanimously on March 24 in finding necessity for the \$420 million project. Following the release of a Final Environmental Impact Statement, the project must still receive approval from the Federal Highway Administration. I-93 Project Manager Bill Cass (above) (Highway Design) discusses issues relating to Exit 3 in Windham during the Special Committee Meeting.

### *Snowplow Security at the Bedford Toll*



Motorists passing through the Bedford Toll on the Everett Turnpike on March 25 were doing double takes when they saw more than 30 NHDOT snowplows and trucks from the Turnpikes Bureau and District 5 lined up on both sides of the plaza.

It was not a mobilization for a major nor'easter, but part of the security put in place for a visit to Nashua by President Bush.

Speculation about the long line of orange trucks had some wondering about a possible comeback by motorcycle daredevil Evil Knieval.

## **One-Way Toll Report Issued on Ten-Week Test at I-95 Toll Plaza in Hampton** *Proposal Would Return To One-Way Tolling For Five Months Between May and October*

With one-way tolling on the menu, it was fitting that the Governor and Executive Council Breakfast on March 10 was held at a Turnpikes Bureau maintenance facility in Hooksett.

NHDOT Commissioner Carol Murray presented the 16-page "One-Way Toll Report", which detailed the purpose, scope and findings of the ten-week experiment at the Hampton Toll on Interstate 95 between August 22 and November 1, 2003.

"It was a monumental effort that went smoothly and safely," the Commissioner told Governor Craig Benson and the Council.

In a letter accompanying the report, Commissioner Murray wrote, "The successful reduction in backups had air quality benefits and based on feedback received was a very positive customer satisfaction impact on toll patrons."

Governor Benson had directed the NHDOT to reduce the traffic backups by developing a test plan for one-way toll collection.

"The customer satisfaction was enormous," Governor Benson said at the meeting.

Among the findings in the report on the one-way toll experiment:

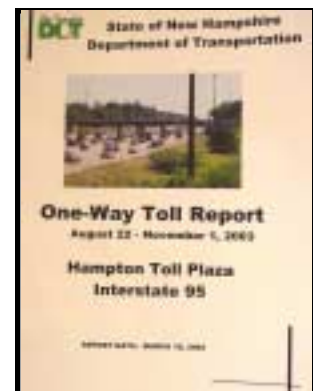
- The test succeeded in meeting its purpose of significantly reducing traffic backups and congestion on Interstate 95 during a busy time period.
- Backups in the southbound, non-tolled direction were virtually eliminated.
- The addition of an 11<sup>th</sup> lane in the northbound tolled direction helped to reduce backups.
- Traffic responded positively to the new toll situation and no accidents occurred.
- The one safety issue of concern during the test period was motorist speed through the southbound toll plaza.
- Southbound traffic increased 6.1% during the test compared to 2002.
- Northbound traffic declined by 3.7% compared to 2002 traffic counts.
- The gross revenue loss during the ten-week period was approximately \$180,000.
- Traffic on US Route 1 increased 10% over 2002 traffic levels during the trial.
- After the test, traffic on US 1 returned to roughly pre-test levels.
- The rate of traffic diversion declined as the testing period continued.
- Personnel costs were reduced by \$47,000 during the test.

"Given the successful elimination of backups at the Hampton Toll Facility," Commissioner Murray recommended that a seasonal one-way toll operation once again be implemented for the upcoming peak traffic summer and fall seasons, from before Memorial Day until after Labor Day.

"The operation of one-way toll collection over a full season of peak traffic volumes through the toll plaza will allow for a complete evaluation of the impact on diversion," she concluded.



**With a plow truck looking on, the Governor and Executive Council were presented a report on the one-way tolling experiment on Interstate 95 at a March 10 breakfast meeting at the Turnpikes Patrol Facility in Hooksett.**





*Editor's note: The following article and photo by correspondent Lorna Colquhoun were published in the February 9, 2004 Union Leader/NH Sunday News. They are reprinted with permission of the author.*

## Notch plowman hangs up his keys after 30 years

by Lorna Colquhoun/ Union Leader

FRANCONIA — After 30 years and too many miles to count, Jim Duranty hung up the keys to his popsicle orange plow truck for the last time this month and retired from the Department of Transportation.

You may not have known Duranty, of Littleton, but if you had ever traveled through Franconia Notch in the winter, you were probably familiar with his work.

For three decades, Duranty has been one of a small cadre of men whose job it is to keep the sometimes forbidding Notch clear.

The unique geography of Franconia Notch meant that the job, and the men, have to be unique, too.

"In the winter, you're on call 24/7," Duranty said. "You really can't make plans to do anything in the wintertime."

The road through Franconia Notch stretches for about eight miles. High mountains, steep cliffs and two lakes are tucked into the pass, which connects northern New Hampshire with the rest of the state. What is seemingly benign weather on either side of the Notch can often take on a life of its own, caught up between the slopes and swirled around by the wind.

"Every day is different," he said. Duranty's tenure with the DOT spanned years of the biggest changes in the Notch. He went to work snow plowing in 1974, not long after the energy crunch forced him out of his job.

"The pay was \$2.41 an hour and we had just bought a house and were having a baby," he recalled.

At the northern end of the Notch, by the old Lafayette bridge, the DOT had its patrol shed and the foreman's house. Back then, the foreman was Armand Russeau; it was his wife who kept the drivers well-fed and warmed with coffee. There were similar outposts back then, up in Kinsman Notch at Lost River, as well as in Crawford and Pinkham Notches.

"Back then, at night, there was no traffic through the Notch," he said. "The only traffic there was when the mill got out in Lincoln. But you had to keep the road open." The road was two lanes then, with nothing dividing the lanes, as there is now. It was lonely back then, without even a lot of wildlife. "I never saw a moose until the last 10 years or so," he said.

Big changes came in the 1980s, when the road through Franconia Notch, which connected Interstate 93 on both sides, underwent a huge upgrade. It took about two winters for the work to be completed. There were days when one lane or the other would be closed to traffic. But the challenging weather never changed, and until last May, the geography never did either. When the Old Man tumbled off his perch, though, Duranty lost a significant barometer.

"I've seen him in the snow, I've seen him disappear in a storm within two minutes, I've seen him in the moonlight," he said, with the same inflection of sadness many locals have felt since the Old Man's demise. "There were times in a storm that when I could see the Old Man, I would know the storm is clearing. When I would see him, it always looked like he would be there. I always looked up at him and now when I look, he's not there and I can't believe it."

Duranty had to think for a moment about the most memorable storm through which he worked, coming up with the severe ice storm that struck about six years ago.

"There was about a foot of snow that fell in the early morning and when we stopped for lunch, it started to rain," he recalled.

The rain, the snow and the changing temperatures caused traffic to stand still, while Duranty and the other drivers valiantly tried to keep the road open, at times backing their rigs up to gain footing in the salt and sand they were laying down. At the end of one such run, Duranty stopped his bright orange truck and people began calling him over to their cars.

"They told me to have something to eat and they gave me cookies," he remembered. That was nice, he said, because there were plenty of other times when he plowed through snow storms, backing traffic up behind him. He knew, he said with a chuckle, that those are times of annoyance for drivers on their way to someplace else.

"If they got through the Notch without an accident, then I'm tickled pink," he said.

Duranty may have hung up the keys to his faithful Sterling truck, outfitted with a front plow and wing plows, but he expects to be back out behind a snowplow within a few days of his retirement, since he accepted a job from a local contractor plowing driveways.

He concedes that he will miss his job plowing Franconia Notch, but he won't miss those late night and early morning calls summoning him to go out and plow or lay salt down to keep it safe. Retirement will give him back his winter nights to spend time with his wife, Mary Ann, with whom he'll be able to go out for dinner. Or sleep through a snowstorm.

The other thing he'll miss are little rewards that brought him out so many times over the years when no else ventured.



**Jim Duranty is pictured outside the DOT's Butterhill shed in Franconia (photo courtesy Lorna Colquhoun)**

## District 4 Employees Spot and Extinguish A Chimney Fire in Hancock

It was shortly after 7:30 in the morning on January 20 and Paul Robichaud and David Rix (#408 Patrol Shed) were patrolling Route 137 in Hancock when Rix first spotted it from the passenger seat of the pickup truck.

"I saw flames poking out of the top of the chimney," Rix recalls. The 21-year old Highway Maintainer, who is also a volunteer fireman in Antrim, knew a chimney fire when he saw one.

Robichaud pulled over and Dix called the fire into Keene Mutual Aid. Then the two men went and alerted the homeowner, who pulled out a fire extinguisher but was not sure how to use it. Rix grabbed a ladder and took the fire extinguisher onto the roof to repeat a practice he has done before.

"I couldn't get too close, but I did get close enough to aim and shoot the extinguisher down the chimney," Rix says. That did the trick and the fire was out when Hancock firefighters arrived.

"Once they showed up, we said 'you're in charge, we're outta here'," Robichaud, an Assistant Patrol Foreman, said he told the Fire Chief. In a letter to District 4 Engineer Doug Graham, Hancock Fire Chief Nevan Cassidy wrote, "As soon as Hancock Fire had enough fire personnel on the scene, your men quietly slipped off to get back to their work. Please relay to them our thanks, and those of the homeowner as well. You should be proud to have people like Paul and Dave working for (you)." Adding his appreciation to Robichaud and Dix, Graham wrote, "The actions you took are a credit to you, both personally and professionally. It certainly says a lot about the level of responsibility and concern that you display as DOT employees during the course of your day's work, particularly in an emergency situation."



District 4's Paul Robichaud (left) and David Rix downplay their roles in putting out a chimney fire in Hancock on January 20. The Hancock Fire Chief certainly appreciated their efforts

### Bridge Design/Maintenance

#### Service Recognition

A lot of veterans in the Bridge Design Bureau are reaching years of service milestones. David Coffey (above right) recently marked 30 years of service with the NHDOT. David and Richard Mower are responsible for the inspection of bridges in the southeastern part of the state. Frank Mead (below right) has worked for the NHDOT for 25 years. He and Jeff Lorden (see page 16) are responsible for inspecting bridges in southwestern New Hampshire.



The used crane purchased by the NHDOT last year from the Portsmouth Naval Shipyard has had very little down time. Among the projects where the 60-ton crane was put to use was in Meredith where its 110-foot boom came in handy for a box culvert replacement on US Route 3. Some of the concrete boxes weighed close to 12 tons. Crane operators for the project included Dan Gelinis (Crew #13) and Tom Clement (Crew #2). Also working on the project were from Crew #3: Dick Green, Larry Zimmer, Bob Libby, Doug Ober, Gene Sanborn and Richard Hutchinson.



## LETTERS

### State of New Hampshire Department of Safety

On January 9, 2004, I was notified by Trooper Susan Harbour that the on-duty crew from the Derry shed was of great assistance to Troop B Troopers investigating the scene of a tractor trailer rollover on I-93 in Londonderry.

Trooper Harbour is a veteran Interstate trooper. She has seen every type of traffic condition in her nineteen years experience. Trooper Harbour made it a point to call me and advise that the Assistant Supervisor and crew from the Derry shed not only used a personal vehicle to move a signboard to the accident site, but they stood out in sub-zero weather directing vehicles safely past the scene.

Please pass on our thanks to the members of the Derry shed for their assistance in those treacherous conditions.

Lieutenant Allen Welch  
Commander - Troop B

*Editor's note: The above letter was sent to  
District 5 Engineer Hiram Morrill.*

This morning (March 19) started out as any school morning does until I was traveling north on I-93 between Sanbornton and Meredith and I had a tire blow out. As I made a few panicked calls on my cell phone, along came Frank McClay in his bright orange DOT truck. I was never so happy to see anyone in my whole life! He became my knight in shining armor... I think sometimes that our "men in orange" are not appreciated enough for what they do for us each day.

Mr. McClay not only changed my tire for me but also assured me that everything would be OK... Thank you for having men like Mr. McClay on the roads looking out for us. They are appreciated and we are thankful for them being there.

Diana L. Morin  
Northfield, NH

*Editor's note: Frank McClay is a Highway Maintainer 2 working out of District 3's Shed #324 in New Hampton.*

March 18, 2004

I would like to apprise you of the outstanding service provided to our community by a member of the NHDOT. Diane Malcom of the Automated Fueling System Section was most helpful in getting our police department into the system on very short notice. The Town of Enfield is in the process of relocating our gasoline pumps and will be without a municipal fuel source for a 5-6 week period.

Ms. Malcom responded to our urgent call for assistance. She gave priority to our request of having system cards prepared for all department members and vehicles by mid-day. I would greatly appreciate your recognition of the outstanding efforts by Ms Malcom as they reflect great credit upon the NHDOT and well illustrate that cooperation between all the various levels of government benefits all of our citizens.

Peter H. Griesse  
Chief of Police  
Town of Enfield, NH

### Serving in Iraq and Kuwait....



The above photo shows Dan Fogg (left), the NHDOT District 1 Safety and Environmental Coordinator, along with a friend, Dwayne McMann of Stratford, NH. It was taken in Kuwait shortly before Dan, who is serving a National Guard military police unit, was headed into Iraq. District 1 Engineer Greg Placy reports that three District 1 employees have been activated for military service, including Ronnie Pierce and Chris Brown.



**Serving in Iraq and Kuwait....**

*Editor's note: The following first person account from Iraq was forwarded via e-mail from Craig Drouin (Construction Bureau) to his wife Michelle (Finance & Contracts) on March 26 for "On the Move" readers.*

I am here at Camp Anaconda in Iraq, northwest of Baghdad. We have seen sand and camels and goats as we have practiced battle drills for our convoy operations and acclimated ourselves to the climate.

Crossing the border into Iraq, the difference in living styles and conditions was apparent immediately. Homes made of mud walls and thatched roofs, women dressed in black burkas balancing basket loads on their heads.

The large majority of the population that I have seen in the short time I have been here has been friendly to us, waving and smiling as we pass, especially the children on their way to school.

Another item of interest to me, is the amount of accomplishments in a year's time the U.S. and Coalition forces have produced. Secure camps, bases, and highway fueling/rest stops that now exist everywhere about the country. Iraqi police forces are now visible at checkpoints and in the roadways, dealing with the public. There is always of course risk to any convoys, and that is what we have trained to deal with. As most may know from the news, my platoon of the 744th Transportation Company was involved directly with an IED to one of our trucks. The Improvised Explosive Device was set up and detonated deliberately upon viewing the convoy. Fortunately, the truck sustained the blast well, and the two soldiers in it received non-lethal injuries from the shattering windshield, one a severe concussion and the other a cut ear, although he may have suffered severe hearing damage in that ear. We pray for both of their return to health.

All of us here have trained for this, we are aware of the risks, but when it strikes so close to you, one of your brothers, the pain in the chest is much to bear. Although there is nearly a year of duty awaiting the rest of us, we have been dipped in blood and fire and have come out steel. We will learn from mistakes and not repeat them, we will continue our mission to sustain the line, and we shall all return home to the good and proud people of New Hampshire.

In closing, I say many thanks to all those who support us, your letters and words mean more to us than you can ever know.

Staff Sergeant Craig A. Drouin  
744th Transportation Co.  
Camp Anaconda, Iraq



**Craig Drouin is pictured with a fleet of military vehicles at a temporary motor pool in Camp Virginia, Kuwait.**



**Ironically, on the same day Craig Drouin e-mailed from Iraq, his younger brother Steve was welcomed home from Iraq by co-workers with a reception at the NHDOT's Materials and Research Bureau where he's returned to work as a concrete inspector. His 11-month tour was as an Army Reserve Squad Leader in a General Construction Platoon. Bureau Administrator Alan Rawson thanked Steve for his personal sacrifice for his country.**



## NHDOT People



One of the key people in the Bureau of Construction for more than a decade has headed west to the Rockies. Administrative Secretary Kim Cahill (above center), has moved with her family to Colorado after 15 years with the NHDOT. Kim was joined by co-workers Kathy Rheame and Pat White at a reception in her honor on February 2, one day after the Superbowl. All indications are that Kim will not be switching her allegiance from the Patriots to the Broncos.



After 32 years of reporting to work at the Morton Building in Concord, Finance and Contracts Administrator Herman Martin has ventured "across the river" to work with a team at Administrative Services on a project to upgrade the State's financial, budgeting and personnel systems. Herman's co-workers wished him well by presenting him with a framed drawing of a loon in the wild.

## On the Move



Michelle Juliano (Public Works) won't be seeing her mom Gisele Huppe (Finance & Contracts) on a daily basis at the Morton Building now that Gisele has decided to retire after 30 years with the NHDOT. The good news, though, is that Gisele will be spending a lot of time with Michelle and Bob Juliano's (Bridge Design) two boys while her daughter and son-in-law are on the job. Gisele spent nearly all of her DOT career in the Finance Bureau, most recently as an Accountant 3 working on Federal aid billing. Her friends and co-workers held a reception in her honor on February 26 to wish her good luck in retirement.

### *25 years of inspecting bridges*



Jeffrey E. Lorden, Bridge Inspector for the Bureau of Bridge Design receives congratulations from Dean Bennett, Chief Bridge Inspector, on his 25 years with NHDOT. Jeff and Frank Mead are responsible for the inspection of bridges in the southwestern part of the state. This photo was taken in front of the North River Road Bridge over the Souhegan River in Milford.

(RASCAL - continued from page 1)

Right-of-Way appraisers can use the data for a more accurate property appraisal. Materials and Research can now determine where to avoid test drilling in unsafe or contaminated locations.

“Every drop-down menu item has weighted values that can rank the parcels from worst to first, thus speeding up the right-of-way process,” Hambleton says.

According to Dale O’Connell, “It became very frustrating to compare one consultant firm’s work with other consultants, Bureau of Environment staff observations, or my own. RASCAL allows a leveling of the playing field where the data is gathered and reported in a standardized format, thus taking the major portion of interpretation out of the reviews.”

A design team in Highway Design can now make early decisions about avoiding or addressing contaminated properties.

“In the case of significant contamination, the Department could even avoid the site or sites altogether, if detected early on in the process, potentially savings millions of dollars,” O’Connell says.

For the NHDOT’s Environment Bureau, the collected data represents the tip of the iceberg, paving the way for others to look at such potentially significant property-related issues as historic, archeological, wetlands and endangered species. When it gets to the construction stage, contract administrators will rely on the RASCAL data during construction work.

Other RASCAL benefits include:

- Optimizing the integration of field data collection with the Web.
- More work accomplished with less resources.
- The ability to easily and securely share results.
- Potentially eliminating the need for additional investigations.
- Simplifying data sharing.
- Database allows for further comparisons and analysis.
- Becomes a building block for additional investigations.

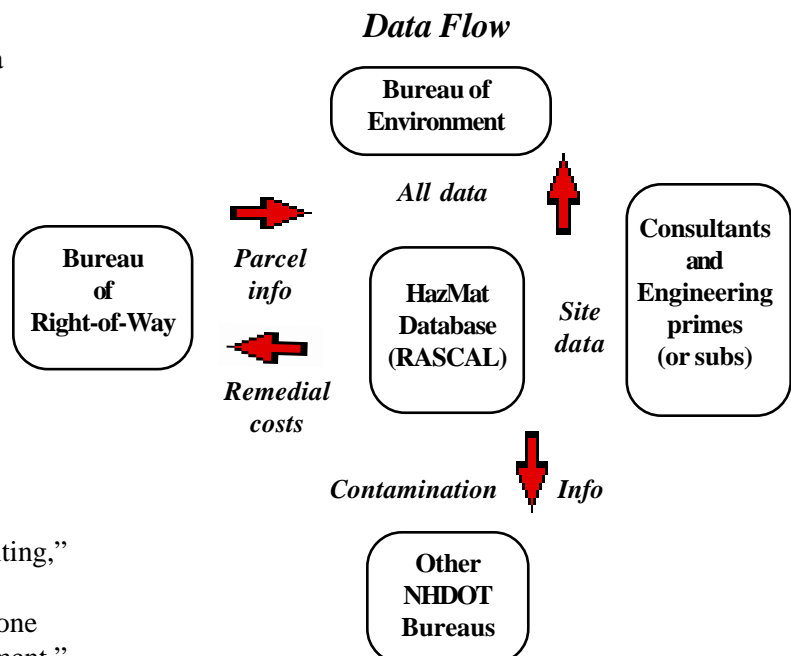
“The entire project has been very exciting,” Gail Hambleton says.

“This is new stuff that has not been done before. It’s blazing new trails for government.”



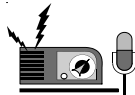
Dale O’Connell (Environment Bureau) and Gail Hambleton (Office of Information Technology) have been instrumental in implementing RASCAL, which utilizes field data collection through the use of hand-held computers (PDA’s). The effort has resulted in standardizing data while improving its quality. It has also led to significant time and money savings.

The diagram below shows how the information gathered in the field with the PDA’s can be downloaded into a database that can be immediately used by other NHDOT Bureaus, State agencies and private consultants.





## In The News.....



### Candia Woman Gives Birth in a Mini-Van on NH Route 101 During a Snowstorm

Denise Perry will have a story to tell to her daughter Leah when she gets older.

The 25-year old Candia resident gave birth to her fifth child during the height of a snowstorm on March 16 while en route to the hospital on NH Route 101.

Perry, whose husband Michael is serving in Iraq with his National Guard unit, called a friend when she realized she was in labor.

With the snowstorm making for slow going on Route 101, Leah Perry could not wait. She was born on the westbound side of Route 101. Perry's friend, Katie Bard, had pulled her mini-van over and dialed 9-1-1. She used a shoelace to tie the umbilical cord. Auburn police and an ambulance arrived a short time later and took mother and newborn daughter the rest of the way to Elliott Hospital in Manchester.

### 2004 Aviation Career Education (ACE) Camps Set for Nashua and Concord

The Aeronautics Division of the NHDOT is once again teaming up with Daniel Webster College, the Christa McAuliffe Planetarium and the Federal Aviation Administration to offer Aviation Career Education Camps (ACE) this summer for young people ages 10 to 18.



Camps for various age groups will be held July 12-16 and August 2-6 at Daniel Webster College in Nashua, and August 9-11 at the McAuliffe Planetarium in Concord.

Campers will learn how planes fly, explore the dream of flight, use flight and navigation simulators, and be exposed to a range of aviation careers. Older campers will even get the chance take the controls of a plane in flight.

For more information, check out the ACE Camps website at <http://www.nh.gov/dot/aeronautics/acecamp2004.htm>.

### New Hampshire Workers' Commutes are Among the Longest in the United States

It may be one of the nation's smallest states, but New Hampshire ranks near the top when it comes to the average daily commute to work.

U.S. Census Data from 2002 shows the average New Hampshire driver spends almost 25 minutes driving to work each day, an increase of one minute over the previous year. That ranks New Hampshire as the 12th-longest commute in the nation.

Among the states with longer commutes than New Hampshire were Massachusetts, New York and California.

The national average commute is 24.4 minutes.

### Manchester Airport Continues to Grow With a New Passenger Terminal and Plans for a New Control Tower

Manchester Airport continues to expand in response to its impressive growth in popularity.

The airport opened its new 75,000 square foot terminal addition on February 19. According to [flymanchester.com](http://flymanchester.com), the addition "includes four jet gates with associated passenger hold rooms, sixty feet of additional airline ticket counters, two baggage carousels, the Nutfield Cafe and Brew Pub, two Hudson news and gift locations, a business center and its own TSA security screening checkpoints."

Among the air carriers occupying the new space are Northwest and Continental Airlines.

Also in the works is a new 158-foot control tower which is set to open in 2006. The new tower will be more than 64 feet higher than its predecessor and will give controllers unobstructed views of its newly expanded runways and terminal. Groundbreaking for the 7.7 million project was held April 2nd.

A total of 3.6 million passengers used Manchester Airport last year, a record-setting 7% increase over 2002. That figure is expected to top 4 million in 2004.

### Manchester Airport Gate Map



*Editor's Note: The following poem, printed with permission, was written in January 2004 by Bonnie Ricard, an employee of Delta Dental in Concord. It was submitted for publication by David Bernier (Traffic Bureau).*

### *Ode to the Plowmen*

*In days of old, when nights were cold and the snow came thundering down,  
They'd leave their meals, their grog and veal...and roll the streets of town.*

*Hook up the roller with chain and cleat, harness the horses and cover their feet.  
Beards encrusted, fingers of frost...curled 'round each face and hand.*

*Of these heroes past, determined to last the night and smooth the land.  
From hills to shore, those lads of yore would clear the roads for all.*

*Times have changed as rollers gave way to steel and rubber and gas.  
The hardy souls who clear our roads carry on for those who have passed.*

*Through darkest night they plow and sand, clearing endless ribbons of road.  
Over mountains, through tunnels, unwavering they peel...  
the snow and ice, as they sculpt with steel, and clear the roads for all.*

*Meeting the challenge storm after storm means little rest from dusk to dawn.  
And sleepless nights and aching limbs, as they carry on through weather and wind...*

*With burning eyes and ringing ears...from watching the path and shifting the gears  
And lifting and dropping the sparking wedge...they clear the roads for all.*

*To all the plowmen, for doing their work...that I and others are loathe to do  
For revealing our paths day after day, for getting us through....my thanks to you.*



*Roads Once Traveled...*

On the Move



This undated photo taken somewhere on US Route 3 shows that traffic congestion in New Hampshire is not necessarily just a recent issue.

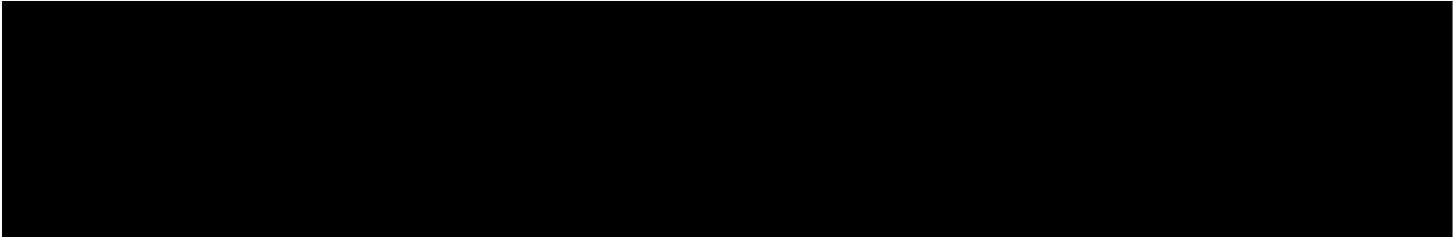


There's no sign of "Live Free or Die" on these older New Hampshire license plates that date back to 1912.

NH DEPARTMENT OF TRANSPORTATION  
Public Information Office  
John O. Morton Building  
7 Hazen Drive  
P.O. Box 483  
Concord, NH 03302-0483

PRESORTED  
STANDARD  
US POSTAGE PAID  
CONCORD, NH  
PERMIT No. 1449





from what appears to be the early to mid-1960's show the pouring of a concrete bridge deck on NH Route 25 in Plymouth. According to the caption accompanying the right photo, "A steady flow of concrete is shown arriving just ahead of the Bidwell finisher from the Belcrete articulating conveyor."